## MARTYRS OF YANG-CHOW-FOO.

From the London Saturday Review, Just now the public mind, or the public purse. which practically amounts to much the same thing, is rather sensitive about missionaries, and their manners and customs. The Abyssinian Income-tax - the actual twopence and prospective nobody knows how many pence, which after all must be traced back to a lervent desire on the part of a small knot of sincere, but imprudent, people to improve Abyssinian Christianity makes us wince. We all know the duty of sowing the Gospel seed in heathen lands, and many of us think that, so long as it is sown, the sower and his tools, the times and seasons for sowing, are very immaterial; indeed to inquire about them at all is often considered to be the sign of the faithless, if not of the scoffer. Still at this moment, like Cowper's tithe-payers, down drop our chins as we bring out our bags, and we mutter as we review the cost of our Abyssinian

in pupit none shall hear;
But yet, methinks, to tell you true,
You sell it plaguy dear.

This pervous and pritable state of the public mind accounts for the interest felt in a debate in the House of Lords on Tuesday, on certain Chinese despatches respecting "the attack on British Protestant Missionaries at Yang-Chow-Foo," last August. We now learn that we have escaped another Chinese war literally by the skin of our teeth, and all to avenge a little popular brawl, in which certain persons—nobody knows who, but calling themselves missionaries—lost their books and furniture and certain female fallals, and one of them got a bad black eye. It seems that in the poly-mono-syllabic town above mentioned, in the interior of the country, a domestic party of English folks styling themselves the China Inland Mission have planted themselves. Who or what the China Inland Mission is nobody seems to know. The Missionary Societies disavow them; Lord Shaftesbury speaks of them with contemptuous ignorance. The China Inland Mission is anknown to London, and, if we might con-jecture, it is some offshoot of some small Dissenting community existing in one of Chinese consular cities which has planted itself; for nobody seems to be responsible for its origin or existence. The Mission seems to consist of a large domestic party—one Mr. Taylor, Director, with his wife and four little children, another married couple, two single gentlemen and three single ladies, and nineteen teachers and servants. It does not seem that this party did anything very active in the way of missionary work. They rented a house under the provisions of the treaty, but they were not popular. As has happened ever since Christianity existed, they were suspected by the barbarians of being cannibals. The old scandal raised against the primitive Christians reappears in China, and the missionaries are suspected of keeping children for the purpose of cooking and eating them, scooping out eyes. and ripping up women with child. The literary and gentry of Yang-Chow dissemi nated these atrocious reports: the consequence was a popular riot, the mission-house riddled. and the missionaries robbed and ill-treated. No lives were lost, but one eye was reported to be missing, though it seems after-wards to have been recovered, not however without, it is said, possible permanent injury This was the utmost result of the riot. Mr. Di rector Taylor immediately appeals to Consul Medhurst, and, as the name Medhurst is familiar to us in connection with Chinese missions, we are not surprised that this official personage looked favorably on the case. He at once pro ceeds to vindicate the wrongs of the missionaries with a very high hand. He summons H. M. ship Ripaldo, and, with an imposing force, demands all sorts of penalties and redress. He was determined to assert the treaty rights, de-termined that the missionaries should be well paid for their wrongs, determined that every humiliating apology should be exacted from the Chinese authorities, etc. Chinese authorities demurred. Mr. Consul Medhurst was firm, very firm. The captain of the Rinaldo was, much to his credit, rather lukewarm. Sir Rutherford Alcock was appealed to: the admiral on the station was appealed to. Each and everybody backed up Mr. Medhurst with the whole force of the British name and British navy. Captain Heneage was despatched by Sir Henry Keppel with the Rodney and three hundred men, and after seizing a most innocent Chinese steamer private property, the missionaries' demands were of course acceded to. A large sum in the way of compensation was paid by the Viceroy, and we are not at war with China. Indeed, we have performed a glorious feat of arms, and achieved a commercial success which runs second, if second, only to that which we won on behalf of Don Pacifico.

This great victory of the Gospel and the Union Jack seems to have been received some-what coldly at the Colonial Office. Lord Clarendon has acknowledged the latest triumph of British diplomacy by sending out instructions to British Consuls in China, "to remember that the interference of naval force, either on their representation, or on the part of naval officers acting on their own estimation of facts before them, will alone receive the approval of Her Majesty's Government under very exceptional circumstances;" and, further, "that the Government cannot leave with consuls and naval officers to determine for themselves what redress or reparation for wrong done to British subjects is due, or by what means it should be enforced. Nor can they be allowed to determine whether coercion is to be applied by blockades, by reprisals, by lauding armed parties, or by acts of a more hostile character;" in fine, "that the Government cannot delegate to her Majesty's servants in foreign countries the power of involving their own country in war." In other words, Consul Medhurst, Sir R. Alcock, and the naval authorities have been snubbed, and their inconvenient zeal unmistaka bly censured, inasmuch as, one and all, they have done those very things which the Govern-ment declines to sanction or approve. This is so far satisfactory, as is the whole tone of the debate in the Lords. It is some satisfaction to know that we have barely escaped a great peril. but it is no satisfaction to know what a con-tempfible and trumpery incident it was which, to use Lord Shattesbury's phrase, has caused all

The ideal of a missionary is very noble, and this ideal has been often and fully realized in the annals of the propagation of the Christian faith. A missionary advances into the howling wilder-ness with his life in his hand; goods he has none, or such as he has, he cheerfully submits to their spoiling for his Master's sake. He bears the cross, and with the cross its burdens. He asks not an eye for an eye, and certainly not, as this Inland Mission did, hard cash for an eye, turns the left cheek to him who smites the right. He does not demand an indemnity for his ravished coat, like Director Taylor, but cheerfully surrenders his cloak also. To the simplicity of the dove he adds the prudence of the serpent, and when persecuted in one city, he scarcely asks the assistance of an iron-clad and Armstrong guns to reinstate him. Such were the Bonifaces, the Xaviers, and even the Swartzes of history. Such was the martyr spirit of missionaries who converted Europe, and who in other days planted the Gospel in this very China and in further Japan. We have changed all this; and while we are told by the Duke of Somerset that missions should follow trade, the China Inland Mission has anticipated the maxim, and conducted missions on a sensipractical trading system. The missionary of the period preaches the Gospel when backed by treaty provisions. He is spreading that Kingdom which is not of this world, only it happens to be stoutly represented by consuls. diplomatics, and the British fleet. He fights the servants and emissaries of Satan from the strong entrenched camp of a war steamer, and the evangelists of the gospel of peace are re-inferred under persecution by an armed party of marines. This might be all very well, modern manners require a change from primitive methods, were it not that the details of missions. such as they are, are not only complex, but very expensive. Mr. Taylor sends in his little bill for damages, and it is certainly one which would have made Xavier, to say nothing of apostolic men, stare and gasp. As we have said, the Inland Mission consisted of four men, live women, and four children.

damages, as assessed by Mr. Director Taylor, amounted to 1128 taels—£386 12s.; a sum which this suffering servant of the Cross proposed, through the Consul Medhurst, to raise o 2000 tacls £650, the additional figure being for compensation for medical attendance an unappraised sufferings generally. The details of the alleged loss were disputed by the Chinese authorities; the dubious loss of an eye was dis-proved; and in fighting out the details the Chinese and the missionaries repeated the editying disputes with which we are familiar in English trials between alleged sufferers by suspicious fires and questionable railway accidents and directors who think themselves imposed upon. The ap-shot was that the *epicier* and missionary mind, backed by the Rodney, got the best of this wrangling and chaffering; and the indemnity actually extorted from the Chinese reaches the respectable sum of £585 10s. The polite Chinese never disputed Mr. Taylor's original valuation of the actual losses of his party in goods £366 12s.; and to this they were compelled to add £162 10s, for compensation of injuries, £31 15s. for loss incurred by two Chinese servants, and

£34 10s, for rent,

The details of the alleged losses incurred by
the Mission, and so cheerfully paid by the Chinese, are curious; and they have this value, that whatever results this armed negotiation on be-half of the Martyrs of Yang-Chow may have on the spread of the Gospel in China, and whatever impression may be made on the intelligence of the disciples of the most ancient faiths of Buddha and Confucius by this peculiar exhibi-tion of the spirit and practice of living Chris-tianity, the incident will do much to reassure those timid souls, the failing greengrocers and their wives and daughters, from whom such a body as the Inland Mission, with its noble army of martyrs and female saints, must have been recruited. Let them take courage, we say: not only shall not a hair of their head fall unavenged, but not a hair ornament of a she-missionary shall perish which shall not paid for even to the attermost farthing. In his plaintive and particular enumera-tion of the losses sustained by the Mission, and in his little bill for the same-we will not recall the contest of St. Paul and his scourgings, stonings, and perils by the heathen, and the taking joyfully the spoiling of goods, knowing of that better and enduring substance—Mr. Taylor, Director of the China Inland Mission, sets down as a part of the indignities and losses endured by these servants of the Cross, 'money taken from Miss Blakesley, and a pocket and hair ornament from Miss Desgraz." In the bill of costs Miss Desgraz's property destroyed is valued at £25, which, considering that the injury done to the house is appraised at only £14 10s., leads us to the conclusion that Miss Desgraz ought, as a lady missionary, to be rather grateful to the heathen who, in this somewhat emphatic way must have reminded her of a certain apostolic counsel against that outward adorning of plaiting the hair and wearing gold and of putting on of apparel. We make no doubt whatever that Miss Desgraz was adorned with all the inner adornments required by apostolic precept, but she found it, which the holy women of old did not, quite compatible with this valuable "pocket and hair ornament," priced and paid for at the modest figure of \$124. Far be it from us, as it was from the gallant Chinese, to inquired into the particulars of Miss Desgraz's "hair ornament," which sounds significantly like a chignon; but it was evidently a costly article, twice as valuable as a sacked house. A "concertina" and a "sedan chair," too, are rather odd instances of what are, we believe, styled *Instrumenta Eccle*siastica; but they show, not unsatisfactorily, that the arts and elegancies of civilization are not despised by the modern, soldiers and daughters of the Christian regiment as necessities in preaching the Gospel.
Minute political philosophers have traced French Revolutions and Thirty Years Wars and the like to etiquettes violated, or tea-cup politenesses neglected, in the person of Queens or concu-bines, royal or otherwise. We shall begin to believe these authorities now that we have seen how nearly the British Empire was plunged into a war with an empire of some hundred millions to avenge the Rape of the Chignon perpetrated on that fervent missionary Miss Desgraz, or on her 'pocket and hair ornament.'

# Foreign Items.

Dr. Spitzer, of Paris, left the sum of 100,000 francs for the maintenance and education of three orphans-a Catholic, a Protestant, and a

-Strange as it may seem, it is a fact that the late Lord Bougham died without any assets. The explanation is that, long before his death, he had by deed of gift made over everything— ex-Chancellor's pension, house and land, books, plate, furniture-to his brother William, the present peer, who in return provided for all expenses. Aversion to trouble about money matters is said to have suggested this arrangement The inland revenue authorities, at first incredulous, satisfied themselves by private inquiry as to the bona fides and validity of the deed of gift. But it is a curious fact that an ex-Lord Chan-cellor, who for upwards of thirty years received a pension of £5000 a year, has died without paying a shilling of probate or legacy duty.

-Another disgraceful scene has been enacted in the Homburg gambling rooms, which are, happily, doomed by the Prussian Government. Frenchman who had for some time been watched by the police, was detected in the act of endeavoring to cheat at the rouge et noir table, by slipping his stake on the table after first cards had been turned. He was immedi-ately seized by the police, and so roughly handled as to be rendered almost insensible cries of "Shame!" from a party of Englishmen. These were quickly silenced by a threat from the chef de police to have the room cleared the point of the bayonst; and the help of six waiters the unlucky chevaller d'industrie was expelled from the Kursaal. Before he had reached the front door the voice of the cronpier renewed its cry-"Le jen est fait," "Rien ne va plus." To the eredit of the Prussian Gevernment be it said, at midnight on the 31st of December, 1872, when M. Blanc's lease will expire, that incantation will be heard in Homburg for the last time

-M. Jules Janin devotes his last feuilleton in the Journal des Debats to Berlioz, who was many years musical critic of that journal, Berlioz' articles were usually signed "X. X. X." (like beer of treble strength), and in one unfortunate article bearing that signature, published thirty-six years ago, Herold's "Pre aux Cleres" was violently attacked. Of course, every one thought that Berlioz had written the notice of the new work, and many will think still that Berlioz "Inspired" it. This, however, is what M. Janin has to say on the matter: "It was not Berlloz: was another person—an ignorant young ian, with no doubts on any subject at that time, who, in a wretched feuilleton, abused Herold's masterpiece. He will repent it all his life. The name of this ignorant young man—I am ashamed to say it, but it must be confessed—was Jules Janin." In the same fen-illeton M. Janin tells a capital story of Liszt, who, together with Rubini, gave a concert in a large provincial town to which only fifty persons came forty-nine continuous and contents. came, forty-nine gentlemen and one lady. The audience did not seem to think much of Liszt's playing, so the great planist at the end of a piece said he would offer them no more music, but that he invited them to supper instead. The invitation, after a few moments' hesitation, was accepted, and Liszt had to pay 1200 franes for his joke. M. Janin wisely observes that Liszt should have given another concert the night afterwards, when, in the hope of getting supper. thousands would have attended.

WANTS.

# WANTED-50 BOARDERS AT THE

STETSON HOUSE, No. 445 N. THIRD Street.

\$5 per Week, and a First-class Table. 4 17 lm WANTED-LOCAL AND TRAVELLING Great inducements offered to active men. Call, or address with stamp, WOOD & UO., Room 18, No. 400 OHESNUT gtreet, Phila.

#### RAILROAD LINES.

READING RAILROAD,—GREAT TRUNK INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:- MORNING ACCOMMODATION. MORNING ACCOMMODATION.
At 7:20 A. M. for Reading and all intermediate
Stations and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15
P. M.

MORNING EXPRESS. At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Falls, Butlalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Colum-

POTTSTOWN ACCOMMODATION. Leaves Potistown at 6 25 A. M., stopping at in-tarmediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M. READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

A. M.
Returning, leaves Philadelphia at 5-15 P. M.;
arrives in heading at 8-05 P. M.
Trains for Philadelphia leave Harrisburg at 8-10
A. M., and Pottsville at 8-45 A. M., arriving in
Philadelphia at 1 P. M. Afternoon trains leave
Harrisburg at 8-05 P. M., and Pottsville at 2-45 P.
M. arriving at Philadelphia at 5-15 P. M. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M.. Connecting at Reading with Alternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8-15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M. PERKIOMEN RALLROAD.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30
P.M. trains from Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Raltimore, etc. mira, Baltimore, etc.

mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3-50 and 5-50 A. M., and 10-50 P. M., passing keading at 5-44 and 7-31 A. M., and 12-50 P. M., and arriving at New York at 11 A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at Account of the A. M. and 12-20 and 5 P. M. Sleaving at A. M. and 12-20 and 5 P. M. Sleaving at A. M. and 12-20 and 5 P. M. and 12-20 and P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg with out change.
A Mail Train for New York leaves Harrisburg at

8:10 A. M. and 2:05 P. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A, M., and 2:15 and 4:35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILTrains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:80

P. M., and from Tremont at 7:40 A. M. and 5:35 P. M. TICKETS.
Through first-class tickets and emigrant tickets Excursion Tickets from Philadelphia to Reading,

and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Potistown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates.

The ioliowing tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth

street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading. COMMUTATION TICKETS. At 25 per cent. discount, between any points de-

sired, for families and firms.
MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52-50 each for families and firms, S EASON TICKETS.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth

and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MALLS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 245 P. M.
FREIGHT TRAINS

Leave Philadelphia daily at 435 A. M., 1245
noon, 3 and 6 P. Al., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points be-

BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot,

PHILADELPHIA AND ERIE RAILROAD.—
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, Nov. 23, 1868, the trains on the Philadelphia and Eric Railroad will run as

arrives at Erie ERIE EXPRESS leaves Philadelphia . 11:50 A Williamsport . 8:50 P ELMIRA MAIL leaves Philadelphia . 8:00 Williamsport . 6:30

" arrives at Lockhaven . 7.45 P. M. EASTWARD. MAIL TRAIN leaves Erie . . 19-55 A. M. Williamsport . 12-55 A. M. arrives at Philadelphia . 19-90 A. M. 

Baggage checked through.
ALFRED L. TYLER,

# LOOKING GLASSES, ETC. JOHN SMITH.

#### LOOKING-GLASS AND PICTURE FRAME MANUFACTURER, BIBLE AND PRINT PUBLISHER,

And Wholesale Dealer in AMERICAN AND FRENCH CLOCKS AND REGU-LATORS OF EVERY DESCRIPTION.

Also, General Agent for the sale of the "Eureka"
Patent Condensing Coffee and Tea Pots—something
that every family should have, and by which they
can save fifty per cent.
Trade supplied at a liberal discount.

### RAILROAD LINES.

1868. FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

PROM WALNUT STREET WHARP.

At 630 A. M., via Camden and Amboy Accom, \$2.25
At 8 A. M., via Camden and Amboy Express... 3.00
At 2 P. M., via Camden and Amboy Express... 3.00
At 0 P. M., for Amboy and intermediate stations.
At 6.30 and 8 A. M. and 2.00 P. M. for Freehold.
At 8 and 10 A. M., 2, 3.30, and 4.30 P. M. for Trenton.
At 6.30, 8, and 10 A. M., 1, 2, 3.30, 4.30, 6, and 11.30
P. M. for Bordentown, Burlington, Beverly, and

Delanco.
At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P.
M. for Florence, Edgewater, Riverside, Riverton,
Palmyra, and Fish House, and 2 P. M. for Florence
and Riverton.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington nupor.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:39 and 5 P. M. for
Trenton and Bristol. And at 10:15 A. M. for Bristol.

At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:15 A. M., and 2:30 and 5 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Hoimesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

At 9.45 A. M., 1.20, 4, 6.30, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3.25, At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for

At 9.45 A. M., 1.20, 4, 6.30, and 12 P. M., for Trenton.

At 9.45 A. M., 3, 6.30, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9.45 A. M., 6.30 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9.45 A. M. 6.30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD

BELVIDERE DELAWARE RAILROAD
LINES,

PROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk. Allentown, Bethla Easton for Mauch Chunk, Allentown, Bethle hem, etc.
At 5 P. M. for Lambertville and intermediate

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. FROM MARKET STREET PERRY (UPPER SIDE).

PROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 130, 330, and 530 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 7 A. M., 130 and 330 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and
Hightstown.

Hightstown.
11 10 WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD. FALL TIME, TAKING EFFECT NOV. 22, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot.

Sleeping-car Tickets can be had on application

Sleeping-car Tickets can be had on application Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ .:-Mail Train 8-00 A. M.
Paoli Accommodat'n, 10-30 A. M., 1-10 and 9-00 P. M.
Fast Line 11-50 A. M.
Eric Express 11-50 A. M.
Harrisburg Accommodation 2-30 P. M. 4.00 P. M. 5.30 P. M. ancaster Accommodation . Parkesburg Train . . Cincinnati Express Eric Mail and Buffalo Express Philadelphia Express, 12 Night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

Na	Cincinn	TRAI			.35.3	X.	20		***			7.44	3.10	A. 1
					88	.0				ű		٠.		
B	Philade: Paoli A	comp	nod	at'	n,	5:1	30	A.	M		3.4	0 an	d 7.10	P. 1
15	Erie Ma	il and	1 Bi	affi	ilo	E	X	ore	385					
13	Parkesb	urg T	rai	n										A. 1
18	Fast Li	ne											10.00	
II.	Lancast	er Tr	ain					( e )					12.30	
163	Erie Ex	press	1.00						200				4:20	
10	Day Ex	press												P. 1
	Harrisb	nre A	ceo	mr	no	da	tic	no			47		9:40	P. 1

FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Deliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA
RAILROAD.—SUMMER ARRANGEMENT.—
On and after MONDAY, April 12, 1869, Trains will
leave as follows:—
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-25 A. M., 9-30 A.
M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30
P. M.

P. M.
Leave West Chester from Depot, on East Mar. ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and gers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its cars of both lines connect with each train upon its

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A.

M. and 2:20 F. M.

Leave Philadelphia for B. C. Junction at 7:15 P. M. Leave West Chester for Philadelphia at 7-45 A. M. and 4-45 P. M. Leave B. C. Junction for Philadelphia at 6-00 A. M. General Superintendent.

WEST JERSEY RAILROADS,—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Sept. 16, 1868.
TRAINS LEAVE AS FOLLOWS:— For Cape May and stations below Millville, 3.15

P. M. For Millville, Vineland, and intermediate sta-tions, S. 15 A. M., 3:15 P. M. For Bridgeton, Salem, and way stations, S. 15 A. M. and 3:30 P. M. For Woodbury at 8.15 A. M., 3.15, 3.30, and 6.00 Freight train leaves Camden daily at 12 o'clock,

Freight received at second covered wharf below Walnut street, daily.
Freight delivered No. 128 South Delaware avenue.

WILLIAM J. SEWELL.

RAILROAD LINES

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD, TLATE TABLE. Commencing MONDAY, April 12, 1869.—Trains will
leave Depot corner Broad a ceet and Washington
avenue, as follows:

Way Mail Train at \$30 A. M. (Sundays excepted).

for Baltimore, stopping at all regular stations. Connecting with Lelaware hallroad at Wilmington for Crisfield and intermediat estations. Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at

Wilmington with train for New Castle.
Express Train at 4 00 P. Nr. (Sundays excepted),
for Baitimore and Washington, stopping at
Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnelia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-Passengers for Fortress Monroe and Norfolk will

WILMINGTON THAINS. Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 11-00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and Intermediate Stations.

Leave Wilmington 6:45 and 8:10 A. M., 1:30, 4:15. and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia,—Leave Baltimore 7-25 A. M., Way Maile 2-35 A. M., Express; 2-25 P. M., Express; 7-26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. SUNDAY TRAIN FROM BALTIMORR.

Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-

Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage cheeked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave shiladelphia for Port Deposit (Sundays excepted) at 7.00 A. M. and 4.30 P. M.

The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.

Leave Philadelphia for Oxford (Sundays excepted) at 2.30 P. M.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5.40 A. M., 9.25 A. M., and 4.20 P. M.

Trains leaving Wilmington at 6.45 A. M. and 4.15

Trains leaving Wilmington at 6.45 A. M. and 4.15 M. will connect at Lamokin Junction with the '00 A. M. and 4'30 P. M. trains for Baltimore Cen-NORTH PENNSYLVANIA RAILROAD.

N For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk hannock. 9-45 A. M. (Express) for Bethlehem, Easton,

Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 1:45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Seranton. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M.
For Fort Washington at 10.45 A. M. and 11.30

P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Doylestown at 8:35 A. M., 4:55 and 7 P. M. From Lansdale at 7.30 A. M. From Fort Washington at 10.45 A. M. and 3.10

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office. No. 105 S. FIFTH Street.

Office, No. 106 S. FIFTH Street. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. TIME TABLE

FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 3, 4, 3, 3, 4, 4, 5, 5, 4, 6, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7, 5, 8, 8, 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4, 4, 5, 6, 6, 7, 7, 8, 9, 10, 11 P. M.
ON SUNDAYS.
Leave Philadelphia at 9, 14 A. M. 2, 7, and 10 M. Leave Philadelphia at 9 15 A. M., 2, 7, and 10 1/2 P. M.

Leave Germantown at 8 15 A. M., 1, 6, and 93/4 CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7 10, 8, 9 40, 11 40 A. M.,

1'40, 3'40, 5'40, 6'40, 8'40, and 10'40 P. M. ON SUNDAYS. Leave Philadelphia at 9'15 A. M., 2, and 7 P. M. Leave Chesnut Hill at 7.50 A. M., 12.40,5.40, and 9.25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 75, 9, and 11 05 A. M.,
13, 3, 45, 55, 64, 8 05, and 115, r. M.
Leave Norristown at 549, 7, 7 50, 9, and 11 A. M.,
134, 3, 45, 55, and 85, P. M.
ON SUNDAYS. Leave Philadelphia at 9 A. M., 214 and 714 P. M. Leave Norristown at 7 A. M., 514 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7 · . 9, and 11-05 A. M.,

134, 5, 445, 545, 644, 805, and 114, 1 · . a.

Leave Manayunk at 610, 7 · . 8-20, 944, and 1144

A. M., 2, 345, 6, 544, and 9 P. . a.

UN SUNDAYS.

Leave Philadelphia at 9 A. M., 245 and 734 P. M.

Leave Philadelphia at 9 A. M., 2 4 and 714 P. M. Leave Manayunk at 714 A. M., o and 914 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

AUOTION SALES. BY PANCOAST & LARGE, AUCTIONEERS,

CONSIGNMENTS of American and Imported Dry Goods, Notions, Millinery Goods, and Stocks of Goods solicited. [2 27 tf BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR.

GROCERIES AND PROVISIONS. FRESH FRUIT IN CANS.

PEACHES, PINEAPPLES, ETC. GREEN CORN. TOMATOES, FRENCH PEAS, MUSHROOMS, ASPARAGUS, ETC. ETC. ALBERT C. ROBERTS. Dealer in Fine Groceries

Cor, ELEVENTH and VINE Streets. MICHAEL MEAGHER & CO.,

No. 223 South SIXTEENTH Street, Wholesale and Retail Dealers in

OYSTERS, AND SAND CLAMS, TERRAPINS \$16 PER DOZEN. FAMILY USE.

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-cover Duck.

Also, Paper Manufacturers' Drier Felts, from thirt inches to seventy-six inches wide, Paulin, Belting, Sa JOHN W. EVERMAN,
Twine, etc.

No. 103 CHURCH Street, City Stores.

DR. F. GIRARD, VETERINARY SUR-and all surgical operations, with efficient accommodations for hornes, at his Infirmary, No. 990 MARSHALL Street, above Poplar.

AUG TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Sale at the Auction Rooms, Nos. 139 and 141 South HANDSOME HOUSEHOLD FURNITURE, PIANOS, MIERORS, OFFICE FURNITURE, HANDSOME VELVET, BRUSSELS, AND OTHER CARPETS, ETC. ETC.

VELVET. BRUSSELS, AND OTHER CARPETS, LTC. ETC. On Thursday Morning.

April 22, at 2 o'clock, at the auction rooms, by catalogue, a large assoriment of superior household furniture, comprising handsome wainut parlor and library furniture, covered with plush, reps. and hair cloth: superior diningroom furniture; walnut and cottage chamber saits: 2 mahasany planocortes, handsome wardrobes, bookcases, side houries etageres, extension, centre, and bouques tables, china and glass were, fine hair mattresses, feather beds and bedding, large assertment superior office furniture, dhandeliers, gas-consuming, and cooking stoves, large meat stall, cabinet makers' bench, refrigerators, iron chest, handsome velvet, litussels, and other carpets, etc.

ELEGANT MICHORS.

Also, 2 large French-plate mantel mirrors, 55 by 76 inches, gill frames.

inches, gilt frames.
Also, 2 large French-plate pier mirrors, 30 by 105 inches, gilt frames.

Saie at No. 110 South Righteenth street.

HANDSOME FURNITURE, ROSEWOOD PIANO

ETC. ETC.

April 23, at 10 o'clock, at No. 110 South Righteenth street, by catalogue, the entire furniture, comprising walcul and mahegany parlor turniture, superior resewool 7-octave piano made by Reichenbach, dining-room furniture, mirror, elogant out walnut chamber furniture, wardrobes, mattresses, kitchen furniture, refrigerator, etc.

4212:

SALE BY ORDER OF JOHN BOSLER, ESQ. SUPER.
INTENDENT OF CITY RAILROADS.
About 80 Tons of Railroad Iron.
On Saturday Morning.
25th instant, at 10 o'clock, at the corner of Broad and
Market streets, about 80 tons of Railroad Iron and Prog Terms, Cash before delivery.

MARTIN BROTHERS, AUCTIONEERS. 1 (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor. Sale at No. 1504 Mervine street, HANDSOME WALNUT PARLOR FURNITURE, TWO

HANDSOME WALNUT PARLOR FURNITURE, TWO
Suits Elegant Walnut Chamber Ferniture, Handsome
Wardrobe, Extension Table, Elegant French Plate Mantel Mirror, Handsome Velvet and Brussels Carpots, Fine
Hair and Spring Mattresses, Cut Glassware, Fine China,
Kitchen Utensils, etc.

On Thursday Morning,
22d inst., at 10 o'clock, at No. 1804 Mervine street, (between Eleventh and Twelfth streets, above Montgomery
avenue), by catalogue, the entire household furniture, etc.
The turniture was made to order by Moore & Campion,
and is equal to new.

nd is equal to new. May be seen early on morning of sale. Assignees' Percuptory Sale at the Auction Rooms.

EXTENSIVE SALE OF UPHOLSTERY GOODS,
Lace and Heavy Window Curtains, Very Fine Window
Shades, Reps, Terries, Cornices, Tassels, Cords, Fringes,
Gimps, Etc.

Gimps, ktc.

On Friday Morning,
23d inst., at 10 o'clock, at the auction rooms, No. 526
Chesnut street, by catalogue, by order of assignees, the
large and extensive stock of upholstery goods, including
fine lace window curtains, reps, terry and chintz lambroquins, fine reps, terries, very fine window curtains, cords,
tassels, fringes, gimps, tacks, walnut and gilt cornices,
curtain bands, bell pulls, etc.

415 62

Executors' Sale, Nineteenth and Turner's Lane,
Estate of Joshua Longstreth, deceased.
VALUABLE PLANTS, ROOTS, AND TREES, IN THE
GROUND: CARRIAGES, COUPES, WAGONS, HARNESS, FARMING IMPLEMENTS, ETC.
On Monday Morning.
26th inst., at 11 o'clock, at Nineteenth street and Turner's lane, adjoining the German Hospital, by order of the
Executors of the late Joshua Longstreth, deceased, the
valuable plants, roots, and trees in the ground, including
peomies, spireas phloxes, crown imperials, tulips, hyacinths,
westerias, tree, peomies, pyras, laponicas, deutzia scraboes,
deutzia grazelils, snowballs, grape vines, rose bushes, lify of
the valley, box trees, edging, etc. etc. deutzia grazellis, showballs, grazellis, the valley, box trees, edging, etc. etc.
CARRIAGES, WAGONS, HARNESS, ETC.
Two coupes, two Germantown wagons, carts, double and single harness, farming implements, grindstones, sleigh, [4 21 4].

Sale Catherine Street, above Broad.
TWO SUPERIOR GREY MARES, BAY MARE, TWO
MULES, LARGE FOUR-WHEEL TRUCK, WATSON
BUGGY, DOUBLE AND SINGLE HARNESS, ETC.
On Tuesday Afternoon,
27th inst., at 2 o'clock, at the stable, Catherine street,
above Broad, north side, 2 grey mares, 7 years old, suitable
for work or driving; bay mare, 7 years old, fast driver; 2
mules, sound and good workers; large four-wheel truck,
nearly new; Watson buggy, shifting top, with pole and
shaft; double and single harness, etc., the proporties of
parties declining business. May be seen early on the day of
sale.

4215t.

TO BANKERS, MERCHANTS, AND OTHERS.

Feremptory Sale, No. 639 Arch street.

EXTENSIVE STOCK OF CHILLED IRON FIRE AND
BURGLAR-PROOF SAFES, MADE BY LILIE &
SON; SECOND-HAND FIRE AND BURGLARPROOF SAFES, MADE BY EVANS & WATSON
AND FARREL & HERRING, MONITOR AND
DUODECAGON COMBINATION LOCKS: TWO
FINE LARGE HORSES, LARGE TRUCK, ETC.
On Thursday Morning,
April 29, at 10 o'clock, at No. 639 Arch street, by catalogue, to close the Philadelphia Agency of Messrs. Lilie &
Son, the entire stock of very superior Fire and BurglarProof Safes, including—3 extra large childed iron doubledoor fire and burglar-proof safes; 2 small burglar-proofs, in
each patent combination locks; 5 large double-door chilled
iron fire and burglar-proof safes; 40 superior chilled iron
fire and burglar-proof, and fire and burglar-proof safes,
of various sizes, with the celebrated Monitor and Duodecagon combination locks.

SECOND HAND FIRE-PROOF SAFES.

cagon combination locks.

SECOND-HAND FIRE-PROOF SAFES.

A number of superior second-hand fire and burglar-proof safes, made by Lillie & Son, Evans & Watson, and Farrel & Herring. & Herring.
CELEBRATED COMBINATION LOCKS.
Suitable for banks, vault-doors, etc., of the Monitor and
Duodeosgen make.
FINE LARGE HORSES, TRUCK, ETC.
Large and very fine white stallion; large white drafthorse; large and superior heavy truck; heavy harness;
quantity of rope, rigging, etc.
[4 16 11]

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansom St.

CHESNUT Street; rear entrance No. 1107 Sansom St.

IMPORTANT SALE OF HIGH-CLASS MODERN
PAINTINGS.
On Wednesday and Thursday Evenings,
April 21 and 22, at half-past 7 o'clock, at the Auction
Store, No. 110 Chesnut street, will be sold, without reserve the entire collection of Paintings of Mr. J. E.
McClees, previous to his departure for Europe. The catalogue will comprise many fine pictures, worthy the attention of connoisseurs and admirers of art, embracing original works of
Midwood, of London,
J. F. Herring, do.,
James Webb, do.,
Wainwright, do.,
James Webb, do.,
Koek Koek, do.,
Van Lemputten,
J. G. Brown, New York,
W. L. Sontag, do.,
W. M. Erown, do.,
A. T. Bellows, do.,
Edward D. Lewis,
The paintings will be open on Monday for exhibition, The paintings will be open on Monday for exhibition and remain open day and evening until the sale. 4 17 56

At 1 o'clock, at the Auction Store, No. 1110 Chesnut street.

HOUSEHOLD FURNITURE, CARPETS, PIANO FORTES, MIRRORS, PLATED WARE, COTTAGR FURNITURE, CHINA, ETC.

On Friday morning,
At 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold a large assortment of superior Household Furniture, from families declining house-keeping.

STEINWAY PIANO FORTE, ETC.
On Friday,
At 1 o'clock, at the Auction Store, will be sold—One superior resewood Piano Forte, made by Steinway & Sons, nearly new, cost \$700.

Two do, do, made by Hardman, One do, do, do, made by Kuhn & Ridgway.

BUNTING, DURBURBOW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS.
On Thursday Morning.
April 22, at 10 o'clock, on 4 menths' credit. [4 16 28

LARGE SALE OF CARPETINGS, OIL-CLOTHS, CAN-TON MATTINGS, ETC.
On Friday Morning.
April 23, at 11 c'eleck, on four months' credit, about 200
pleces of ingrain, Venetian, list, hemp, cottags, and rag
carpetings, floor oil-cloths, mattings, etc.
4 17 54

LARGE SALE OF FRENCH AND OTHER RU-PEAN DRY GOODS, ETC. On Monday Morning. April 26, at 10 o'clock, on 4 months' credit.

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning, April 27, at 10 o'clock, on four months' credit. 4 21 5t B SCOTT'S ART GALLERY, No. 1020 CHESNUT

IMPORTANT SPECIAL SALE OF OIL PAINTINGS, CRYSTAL MEDALLIONS, ETC.,
All from the American Art Gallery of New York.
On Tuesday, Wednesday, Thursday and Friday Evenings, Soth. 21st, 22d, and 23d inst., at & before 8 o'clock, at Scott's Art Gallery, No. 10:26 Chesaut street, will be sold, without reserve, one of the largest collections of oil paintings, crystal medallions, etc. ever exhibited in this city.

C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC.

On Thursday Morning,
April 22, at 10 o'clock, including a large line of city-made goods. N. B. Sales every Monday and Thursday. [4 19 34 CLARK & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morning and Evening,
A large invoice of Blankets, Bed Spreads, Dry Goods,
Cloths, Cassimeres, Hosiery, Stationery, Table and Pocket
Cutiery, Noticons, etc.
City and country merchants will find bargains.
Torms cash.
Goods packed free of charge.

KEENAN, SON & CO., AUCTIONEERS, NO.